

THE EVENING ADVOCATE.

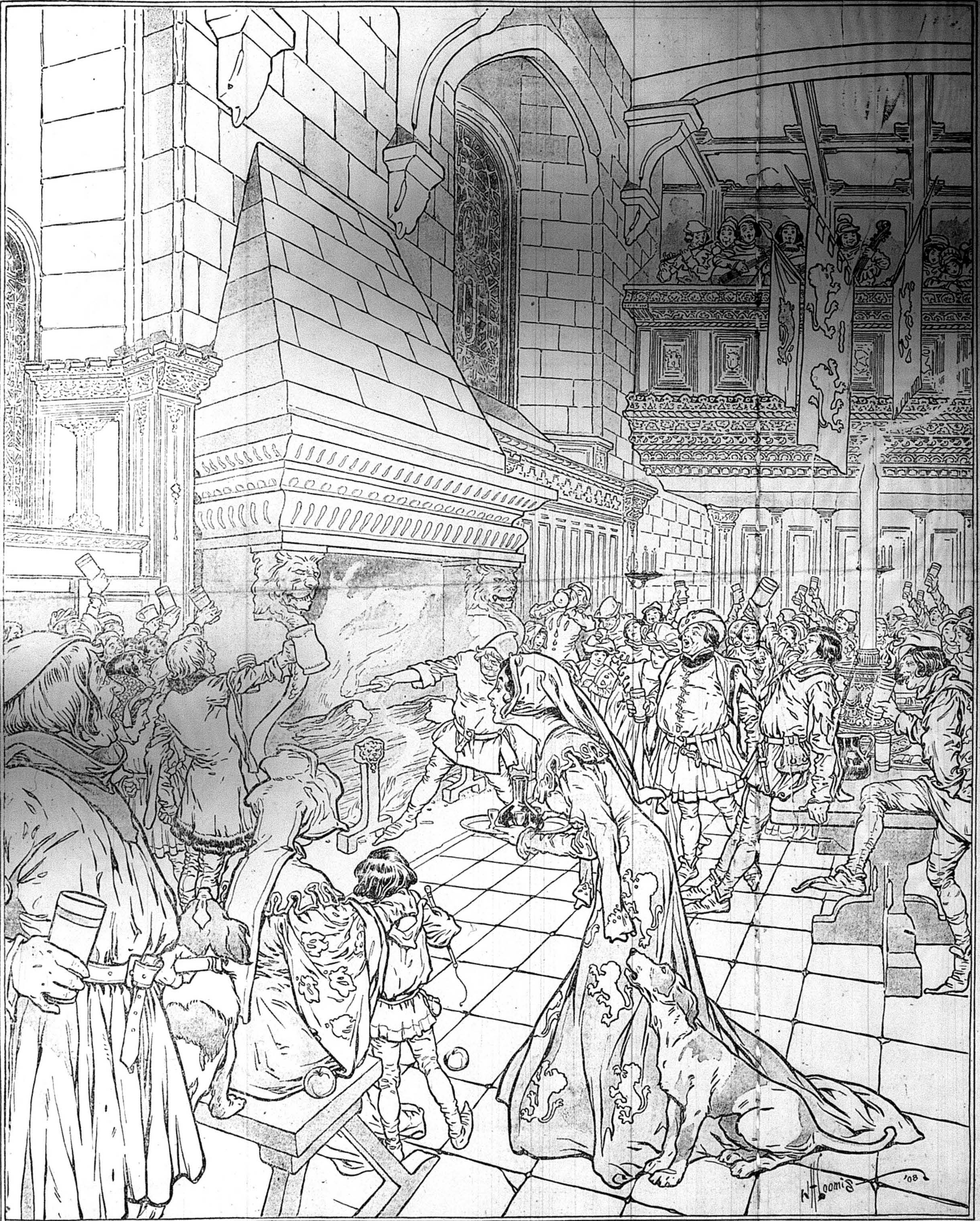
Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. VII., No. 252

THE EVENING ADVOCATE, ST. JOHN'S, NEWFOUNDLAND.

TUESDAY, DECEMBER 21, 1920.

PRICE ONE CENT.



Round the Yule Log in Olden Times
A toast to every man and maid
While the Christmas cheer is flowing.
May Joy abound and Sorrow fade
As we set the Yule Log glowing!

ROBERT GILBERT WELSH.

Post Office Department

MONEY ORDER AND REGISTRATION

CAUTION

Never send money in an unregistered letter; it is unsafe and if lost or stolen cannot be traced. If a Money Order is placed in a letter not registered, and is lost in the mails, payment of the full value of the order is assured.

If there is no money order office in your settlement and you want to send money, it is advisable to enclose cheques or notes taking care to keep a record of the kind of money you enclose, thus "cheques No. 57 6th January 1918 signed John Doe for \$12.00 in favour of John Jones. \$10 Bank of Montreal, etc., series B. No. 6741 dated January 3rd 1919." It is wise to have a witness that money was enclosed in a good strong envelope and the flap firmly sealed. If a registered letter cannot be traced the Post Office is only liable for the sum of \$10.00, even though the lost registered letter may have contained a larger amount. The fee to register a letter to a local address has been increased from three to five cents, which makes the fee for an ounce letter eight cents, over an ounce and up to two ounces costs two cents more or 10 cents, and two cents extra for each ounce or fraction of an ounce.

In the case of a registered letter being lost under conditions which could not be well avoided, such as a wreck or a fire no compensation whatever is allowed.

All parcels upon which duty has to be collected must have affixed stamps to value of five cents, which the owner of the parcel must purchase, the P. M. cancelling same before delivery.

W. W. HALFYARD,
Minister Posts & Telegraphs.

St. John's, Nfld.,
Sept. 29th, 1920.

TOLD WITH THE NUTS AND "MOONSHINE"

CELEBRITIES RELATE THEIR FUNNIEST AFTER-DINNER STORIES

By LORD LEVERHULME.

Tom: "Have you heard, Fred, that a machine has been invented which tells when a man is lying?"
Fred: "Why certainly!"
Tom: "Perhaps you've seen one?"
Fred: "Seen one? Why, I married one!"

By SIR GEORGE RIDDELL, Bart.

A lunatic who had delusions that at different times he represented different celebrities was asked by a visitor: "Who are you to-day?"

"I am the Duke of Wellington," said the man.

"But you were Napoleon Bonaparte when I was here the other day," said the visitor.

"That is quite true," replied the man, "but that was by another mother."

By the Right Hon. WILL CROOKS, M.P.

A lady walked up to a flower-girl in Piccadilly Circus and asked for a shilling worth of flowers. After the purchase the lady said: "Will you be here on Wednesday next, as I shall want half a crown's worth for my daughter? She is coming out on that day?"

"She shall have the best in the market, mum. What has she been in for?"

By SIR HENRY A. MCCARDIE, One of His Majesty's Judges.

I was once at the Old Bailey, which is full of expiring echoes. A prisoner who had just been sentenced to seven years, and was evidently a man of humour, thus addressed the judge: "I beg pardon, your lordship, but would you mind repeating it? I've heard seven years on my right, and seven years on my left. All I hope, my lord, is this—that the sentences are concurrent."

By A. G. GARDNER, Former Editor of the "Daily News."

A painter, being asked to paint a portrait of a man's father, said he could not do it because the father was dead. But the man pointed to a picture on the studio wall, of Moses, and said:—

"My father is dead; but he isn't as dead as Moses."

So the painter succumbed, and told his client to call for the portrait in a fortnight. At the end of that time he came.

"Is that my father?" said the man.

"Yes, that is your father," replied the artist.

"Heavens!" exclaimed the man. "How he has altered!"

By Dr. JOHN CLIFFORD, the Eminent Nonconformist.

This story concerns my early days, when I worked in a Lancashire factory. A piece of new machinery was being hoisted to the top room of the factory, when the rope broke and the machinery got a damaging fall.

"Well, I never!" exclaimed the manager. "To think I've hoisted with that rope for fifteen years and now never happened!"

By BOB WHITTINGHAM, the Brilliant Stoke Inside-Right.

A big football match was to be played at a large provincial town in December. A train running to the place was very slow, making long and numerous stoppages. At last it stopped at a station called March, and the porter walked up and down the platform calling out, "March! March!"

The train stopped so long that the travellers began to get angry. Presently a man put his head out of the window and asked what station it was.

"March," said the porter.

"Well," said the man, "it may be March now, but it was December when we started!"

By CHARLES GARVICE, the Popular Novelist.

Mrs. A.: "That husband of mine has gone the limit at last."

Mrs. B.: "Why, what's he done?"

Mrs. A.: "He hasn't done anything. But what do you think he said to me the other night?"

Mrs. B.: "Give it up."

Mrs. A.: "He looked me straight in the face and said, 'You don't make mustard-plasters as strong as my mother used to.'"

By SIR FRANK BENSON, the Distinguished Actor.

Once, when appearing in a certain town before a small audience, I made my exit with the words: "Tarry awhile and anon I will return." Thereupon a voice from the gallery exclaimed:—

"Don't trouble to return, guv'nor; we're going, and sha'n't be back."

By G. B. BURGIN, Author of "The Shutters of Silence," etc.

Two lusty van-boys sat opposite me on top of the tram, and fidgeted uneasily under the cross-fire of questions directed at them by an old gentleman of benevolent intentions. To relieve them, I joined in the conversation.

"I suppose," I said, affably, "that when you lads grow up, like your fathers you'll drive a van?"

"No, sir," answered the bigger boy of the two—"asses!"

By LILY ELSIE, the Pretty Musical Comedy Actress.

I remember a very funny thing happening during the production of a melodramatic piece at some Midland town. The scene was a garret, and the hero, dressed in rags, was making, as far as I can remember, a most impassioned speech about the pitiable fate that always followed him. "Ah me!"

"I think this was something like the line he had to speak—"How am I to get food for my wife and children? They are starving, starving!"

No sooner had the words left his lips than a wag in the gallery cheered out:—

"Why don't you pop your diamond ring, guv'nor?"

Sure enough, the actor had omitted to remove from his finger a very nice diamond ring which he was in the habit of wearing.

By JOHN HASSAL, the Poster Artist.

When Mr. Martin Harvey played Dickens's hero, Sydney Carton, in "A Tale of Two Cities," he called his play "The Only Way," and I made a poster for him representing Carton mounting the steps to the guillotine.

When the original was on my easel the bootmaker's man called to take my measure for a new pair of boots, and the new poster appeared to fascinate him. I thought what an artistic and impressive man this was, until he turned round with a beaming smile and said:—

"Oh, I tumble to it now, sir. I didn't see it at first. The only way is up them there little steps!"

By ELLALINE TERRISS (Mrs. Seymour Hicks).

The best story I can call to mind is that of an unheeded incident at the Richmond Theatre. An actor who was playing the part of the Cardinal in "Under the Red Robe" was extremely bad. The audience had been fidgety throughout the evening. At the end of the last act all the characters in the play attack the Cardinal, and he, finding himself alone and without power, turns on his tormentors, crying: "Am I, then, only a howling pelican in the wilderness?"

A man in the pit rose, saying: "Oh, is that it? I've been wondering what the deuce you were all the evening."

By HENRY ANLEY, the Famous Actor.

I recall an amusing story apropos of Miss Lena Ashwell's brilliant success as Deborah in "The Shulamite." Her capacity for harrowing the feelings of her audiences is well known, and when she begins to tell her troubles in that curiously haunting voice of hers, her feminine hearers find it almost impossible to choke back their sympathetic tears. The story goes that one of her great admirers, a woman, burst into a passion of sobs at a matinee when Deborah was portraying her terrible sufferings.

"It's lucky Miss Ashwell isn't playing this afternoon," a man next to her whispered. "She would have harrowed your feelings even worse than her understudy has done."

"Her understudy!" gasped the other. "Isn't that Miss Ashwell playing the part?"

"No," the man whispered back; "she isn't playing."

The sobbing lady dried her tears indignantly. "How annoying!" she said. "If I had known that I should not have dreamed of crying!"

By MARTIN HARVEY, the Famous Actor.

I was the despair of stage-managers in my early days. One of the first plays in which I appeared was a face called "Betsy," in one scene of which I had to kiss the sprightly widow of the piece. My idea was the grave, dignified, respectful kiss—the kiss of the old school, inspired by a lofty passion. We tried that kiss several times.

The charming lady who played the widow told me to give her a hug and a kiss, and get the scene over. But somehow that kiss was a stumbling

DEAFNESS

AND NOISES IN THE HEAD.

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T. & M. Winter,
AGENTS.

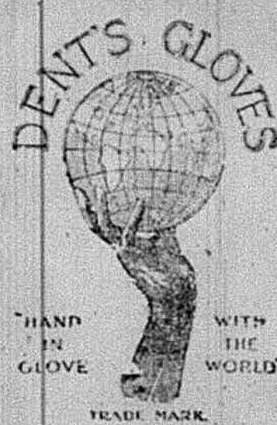
St. John's, Nfld.

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NOTICE

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For Constipation

THE poisons of constipation effect more distinctive and harmful changes in the body than perhaps any other cause. Keep your system free of these poisons by thorough, daily movements.

Nujol works on an entirely new principle. Without forcing or irritating, it softens the food waste. This enables the many tiny muscles in the intestines, contracting and expanding in their normal way, to squeeze the food waste along and out of the system. It is absolutely harmless and pleasant to take. Try it.

"Regular as Clockwork"



The stage-manager almost tore his hair with despair, and at last cried to the stage, the actors, and to me:—
"Ye gods! his kisses her as if she were his grandmother! Have you never kissed a chambermaid? Do it that way, and let's go on."
By W. H. BERRY, the Adelphi Comedian.
A man came to a well-known hotel, and, after bargaining as to terms, took up his pen to sign the hotel register opposite the number of his room, when a harmful, unnecessary flea dropped from the pen on to the open page.
The man threw down the pen.
"No," he said, "I'll not stay in a place where they come down to look for the number of your room!"

ADVERTISE IN THE ADVOCATE

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Incorporated 1920

A Drug Store in the Mail.

In effect, you can make a drug store out of your Post Office or Express Office. And it will be mighty handy for you the next time you want any medicine, plasters, dressings, infants' food, nipples, tooth paste or powder, tooth brushes, toilet powders, talcums, face creams, or other toilet goods or household remedies, to be able to order it by mail, and receive it promptly—as you will if you use our Mail Order Department.

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BOYS' SUITS, All Sizes and Styles.

You will be wanting Boys' Suits for the coming season. Now is your time to get one.

I have a full range just now. All sizes and styles, and prices moderate.



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ADVERTISE IN THE EVENING ADVOCATE.

Roads in Newfoundland

By R. Hibbs

ROADS are as ancient as human history, and no doubt those who built the first roads were obliged to do a considerable amount of talking and writing before people could be persuaded that public highways were really an essential factor in the economic life of a country.

It would appear that the Romans and Greeks who built the Appian Way and other great roadways that are still famous placed more value upon this national asset than do most of us who are living 20 centuries later.

ago as he carved out the winding, narrow, circuitous trail and christened it the main line.

But it served the purpose of that age and stage of advancement, and perhaps if we could look a hundred years into the future we would still see our descendants constructing a far different type of highway to that which is necessary to accommodate our gas engine vehicle of to-day.

Two Causes of Bad Roads.
Why are our roads in such a wretched condition? The answer is a twofold one.

First, because there have never been sufficient funds to think of

exceptions, little better than the agents of a political faction, owing their appointments to the member for whose political salvation they invariably manipulated the public funds, without any serious regard to improvement of the roads for which the monies were allocated.

Elective Board Some Improvement.
The prostitution of public funds, in this way, became so prevalent that an agitation for "elective Road Boards" became general, and on June 5th, 1915, the present "Local Affairs Act" was enacted by the legislature, and in November of that year the first election was held which resulted in about two thirds of the electoral districts availing of the new system, which has no doubt proven a great improvement upon



W. B. JENNINGS, ESQ., M.H.A.
Chairman of the Road Commission.

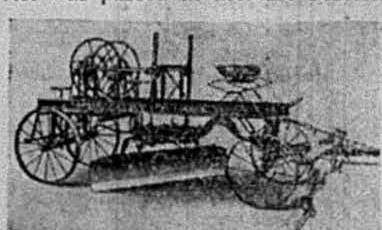
The Association, which unfortunately does not include nearly all the five hundred people who own cars, has become an active factor in advocating, and in a practical manner assisting in the promotion of a larger scheme of road improvements.

Road Commission Appointed.
In response to this new spirit and in compliance with the road build-



20-40 TRACTOR
4 cylinder vertical valve in head. Motor will operate grader with one third the expense of horses doing same work. This tractor develops 40 H.P. when engaged at belt work, such as operating Rock Crusher. Burns kerosene.

ing policy of the Government an Act was passed at the last Session



11-22 KERSENE BURNING TRACTOR
4 cylinder valve in head, vertical motor. Will operate a full day at maximum capacity on 10 gallons of kerosene. Will be generally used in pulling sowing waggons and heavy combination road drags.

REVERSIBLE STEEL GRADER
has more adjustment than any other, more of them in use than any other make in Canada. When operated by tractor on a gradable road it does the work of 50 hand labourers.

of the Legislature, entitled "An Act respecting the Maintenance of Certain Public Roads" by which authority a tax on all motor vehicles on a H.P. basis was levied as follows: On cars under 20 H.P., \$35.00; between 20 and 30 H.P., \$50.00; over 30 H.P., \$75.00. A Road Commission consisting of the following gentlemen were appointed to carry out the Act, namely:

W. B. Jennings, Esq., Minister of Public Works, Chairman; Hon. H. J. Brownrigg, F. C. Archibald, Esq., M.H.A., E. Collishaw, Esq., T. Soper, Esq., Reginald Harvey, Esq., M. Bambrick, Esq., Jas. Parsons, Esq., S. A. Churchill, Esq., and the writer who was elected Secretary.

The Commission receive no com-

pensation for their services and are imbued with one desire in this respect, namely, the improvement of our public highways.

The Motor Association has appointed nine of its most active members as a Road Committee, three of whom hold office as members of the Road Commission and the energy and enthusiasm which those gentlemen put into the work is truly commendable.

Importation of Machinery.

To carry out a successful permanent scheme of construction the Commissioners realized that they must, so to speak, look beyond the skyline and construct for the future.

To build a smooth, hard, unyielding surface that would resist the wear and tear of fast moving high power cars scientific methods must be applied and the importation of modern labor saving machinery become an essential part of the scheme. The Commission therefore ordered from the Sawyer-Massey Co., of Hamilton, Ont., last Summer the following, viz.:

One 20-40 Gasoline Wheel Tractor.



E. COLLISHAW, ESQ.
Member of the Road Commission and 1st Vice-President of the N.M.A.

One large and one small Road Grader.

One Rock Crusher with Elevator and Screen.

A single and combination set of Road Drags, Road Plow and Scrapers.

And from the Hvass Co., one heavy Scarifier.

These machines were operated on the Topsail Road; first under Mr. Campbell, the Sawyer-Massey Co's Expert, and later under Mr. Dawe, the Construction Foreman, with considerable success.

Two local men, Messrs. Taylor and Roach, are in charge of the machinery and have performed very satisfactory service.

Advantage of Machinery.

However, it must be quite apparent to any person acquainted with the nature and composition of our roads that the work of grading by machinery can only be carried out in certain sections that are free from boulders and cliff, the presence of which renders the use of this machine on the shoulders or sides of the road impracticable.

There are, however, considerable stretches of gradable road which we hope will justify the cost of this machine.

A small tractor of the 11-22 type, three spreader waggons, a 20 ton portable stone bin, a water tank with road sprinkling pipe pump and hose are machines which will be added to the equipment in the Spring, and the Commission is negotiating for the purchase of a road roller of about 8 or 10 tons.

An illustration of some of those machines will be seen in this article.

This will give the Commission a very well balanced outfit and there is good reason to believe that considerable road work will be done next season.

There are some who think that road making machinery is not adaptable to road building in Newfoundland, and while I agree that there are a great many sections, that, because of their nature and formation will have to be built by hand labour, the sole burden of the indictment against machinery, locally speaking, is that "it was never used here before," "that it is new" and "lacks the background of established tradition."

Roads to be Widened.

The problem of building a highway of sufficient capacity to accommodate the traffic that uses our roads to-day is intensified by the fact that they are not of sufficient width and must be widened to at least a minimum of 20 to 22 feet.

Many obstructions must be encountered in this process, such, for instance, as fences and even buildings that have been erected within the limits of the main road. It is also a very common sight to see telegraph poles placed within ten feet from the centre of the street.

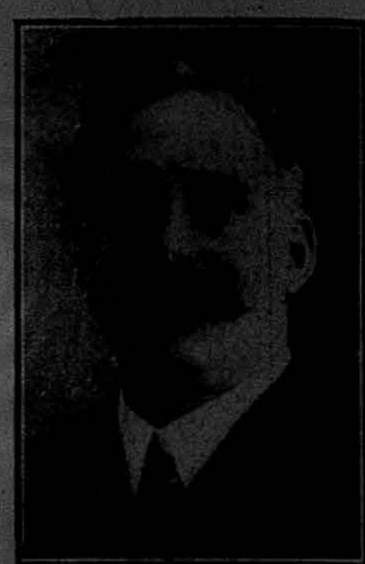
It is the intention of the Road Commission to have all such obstructions removed where road building is undertaken, for in order to have a properly crowned road that will permit the traffic to be distributed over its surface, a minimum of at least 20 feet in width must be maintained.

Macadamise Low Sections.

An illustration of the value of this improvement is seen at Long Pond, Foxtrap, Middle Bight and other places on the Topsail Road where short curves have been straightened and the roadbed and bridges widened.



REG. HARVEY, ESQ.
Member of the Road Commission, also Road Committee, N.M.A.



HON. H. J. BROWNRIGG, M.H.A.
Member of the Road Commission.

ed by several feet. The lack of a roller to consolidate the new work done during the Fall past caused the road to become saturated during the wet season, ruts formed immediately in the soft porous material, and to the uninitiated our operations were for the time being somewhat unpopular; by next July, however, the fact that there was method in our madness, will be discovered.

A great portion of our roads radiating from St. John's run through low or marshy ground and will have to be macadamised in order to stand up against the wear they will be subjected to.

Development of this nature will, for the present at least, have to be gradual and be limited in proportion to our means, though I believe a durable road may be constructed and maintained under proper supervision at reasonable cost.

In most places we possess the finest material possible for permanent.

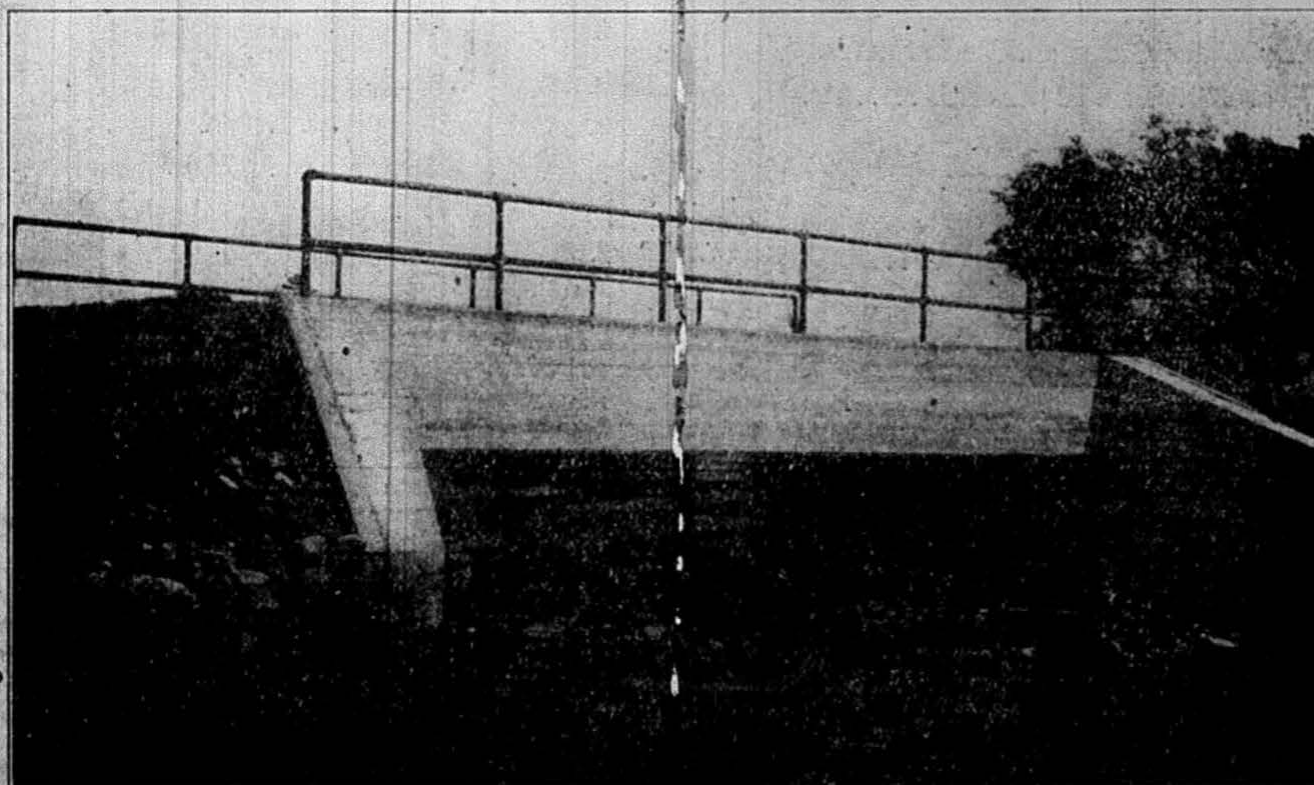
In the radius under the jurisdiction of the Commission we have, roughly speaking, about 350 to 400 miles of main road, 80 per cent. of which requires to be rebuilt.

Wooden Bridge Problem.

In the same section there are about 200 wooden bridges ranging from 15 to 100 feet long, and approximately 800 smaller bridges that require attention. The Commission hopes to replace a large percentage of the latter by piping and culverts consisting of concrete slabs, supported by ordinary stone walls, with a layer of gravel on the surface that will conform with the roadbed, thus eliminating the cross drain bridge nuisance, which generally being placed either above or below the surface of the road, besides being a continuous expense, is also a positive source of annoyance and danger to vehicles of any kind that must negotiate them.

If the cost of cement declines the construction of larger concrete bridges will be undertaken.

The building of this class of bridge, such as Dunn's, Strick's, Druken's and Coady's on the Cape St. Francis Road, by Inspector Parsons, as well as Gaul's and Beaconsfield bridges on the Topsail Road by Inspector Bambrick, have already demonstrated the economic value of the concrete as against the wooden bridge.



Well Built Concrete Bridge 30 Feet Span.



R. HIBBS, ESQ., M.H.A.
Secretary Road Commission.

In this respect I fear we have not been the recipients of that advanced wisdom which the proverbial "weaker and wiser" world is supposed to have endowed us with.

An Indifferent Attitude.

But then I am about to speak of Newfoundland roads, or rather the need of roads, and without attempt-

building roads with, and secondly, because we have never had anything approaching an organization, or system of economical expenditure since the discovery of the Island, in the earlier days public monies for road work were entrusted to those individuals who possessed the greatest skill in abstracting funds from the Treasury.

The majority of those gentlemen, it appears, were firm believers in the proverb that "Charity begins at home," but it is only fair to say that after their immediate family needs were attended to they usually spent the balance of the allocation on the roads. Later, local Road Boards were appointed, but as the nomination of these bodies were made exclusively by the representatives of the district they were, and are, where they exist to-day, with few

ing to disparage or strain the point I don't suppose there is a country in the world where such absolute indifference is manifested with regard to properly constructed highways as in Newfoundland.

Since we have not yet reached that point when we can have good roads without talking about them I accept the fact as a justification for writing this article.

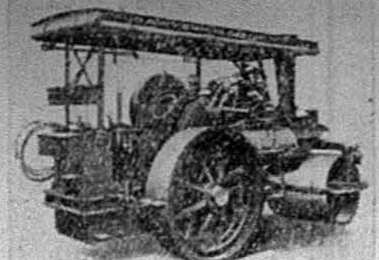
It would be a waste of time to write a string of complaints of the indifference, lack of constructive ideas, etc., of those who went before us. Blaming the other fellow will never build roads, and after all it is largely a present day problem we have to contend with, a problem peculiar to the times in which we live.

Not Constructed For Present Day Traffic.

The rapid increase of motor traffic on a road bed built and designed only for very light horse-drawn vehicles has aroused us to the necessity of coping with present day conditions.

Our English, Irish and Scotch ancestors in the colonizing days of a century ago did not construct highways for motor traffic. They could not be expected to see in perspective the modern twentieth century high power touring car speeding over the road they constructed at a period when the most efficient means of transportation was a wheelbarrow.

The straight line of vision so necessary for fast present day traffic did not bother the pioneer of long



DOUBLE CYLINDER STEAM ROAD ROLLER

with differential gear, renewable rear rims, dumping grates and ash pan. Large dry steam dome and all steel gears. 175 lbs. working pressure. Weight ten tons.



M. BAMBRICK, ESQ.
Member of the Road Commission.

management of local affairs.

The writer has always been a believer in a policy of general road development and the opening up of the more arable sections of the country, but as this article is meant to refer more particularly to our highways on the Peninsula of Avalon I will endeavour to enlighten the reader as to the plans and objects of the Newfoundland Road Commission in this section in the immediate future.

Organization of Motor Association.

I have spoken of the effect of modern traffic upon an illconstructed roadbed.

During recent years we have witnessed a demonstration of this fact to the great discomfort and expense of the motorist, who soon realized that some effort should be made to at least repair the highways mostly used by this class of traffic. Principally, for this reason the "Newfoundland Motor Association" was organized, and for the first time in Newfoundland we found an intelligent section of public opinion aroused in favour of a better road movement.



ERIC BOWRING, ESQ.
President of the Newfoundland Motor Association.

System of Maintenance Important.

How do you propose to build roads that will stand and prevent ruts from forming? is a question asked by people who appear somewhat sceptical of the undertaking. The answer to this query is, that roads, no matter how well constructed, will rapidly wear out unless a proper system of maintenance is kept up. If we are to secure an even level surface, free from waves, depressions, and irregularities we must, first of all, have a firm gravel subsoil does not exist, macadamize the road by laying crushed stone ten to twelve feet wide in the centre,



JAS. PARSONS, ESQ.
Member of the Road Commission.

which can be spread automatically from the spreading waggons, and rolling same down so as to solidify a hard bottom to the roadbed, a percentage of gravel and binding material rolled on the surface with a proper crown will then make a firm unyielding crust that will shed water easily to the sides where ample ditches with adequate outlets must be made to receive and convey it away from the road side. The absence of water renders the road impervious to any damage from frost.

At the present time the most of our country roads act as sponges to

absorb the water that lies in elongated ponds, that were meant for drains, but which were given no incline or outlet by which the water could escape.

The Principle of Drainage.

The whole principle of drainage may be summed up as follows: When building roads three things must be observed, namely: Get the water out of your road, get the water off your road and get the water away from your road, and you will have a well drained road.

And right here I would again emphasize the importance of having a macadamized, as well as a gravel road, crowned at least one inch to the foot to permit water to run to the ditch.

Crowning of Road Indispensable.

A crown means everything. With it you have a road, without it you have nothing. Look at Duckworth Street; the rapid destruction of that too fat, though otherwise fine roadbed particularly from the Court House to Prescott Street is a costly exhibition of what I mean.

Hogback Not Desirable.

On the other hand too much crown has an equally damaging effect, especially on narrow roads, as it compels the traffic to use only the crown or centre of the street to avoid swilling in the ditch, and the continual wear at one point causes deep ruts to form which quickly ruins the road surface. However, here is always the happy and commonsense medium that can be followed to advantage.

Functions of Roller and Drags.

Undoubtedly, the most indispensable machine in the completion of a well constructed road is a good roller, no matter what material is used—wheel traffic will not make a compact even crust, as the loose gravel will purge up and ruts and cavities disfigure the surface unless properly consolidated during the construction period by continuous rolling.

The function of the Road Drag, on a built road, is a very important one and the combination outfit embracing a road 20 feet wide when attached to a small tractor planes



P. E. OUTERBRIDGE, ESQ.
Secretary of the Newfoundland Motor Association.

down the waves, fills up the ruts and maintains the original crown in a uniform manner, thus eliminating the need of constant regravelling.

This is an age of fast travel and transportation, and almost every country in the world is engaged in revolutionizing its road system in order to keep abreast of present day progress.

What Other Countries Are Doing.

In England, the United States and Canada, the Governments and people are keenly alive to the absolute indispensability of modernly constructed highways, and liberal financial provision is being made annually to carry out the national schemes.

(b) "The remainder of such sum shall be allocated and paid to the Government of the respective Provinces in proportion to the populations of the said Provinces respectively, as determined by the latest Federal Census of each Province."

Payments are made subject to certain well defined rules between the Minister and the Government of each Province.

It has truly been said that a country's prosperity can be judged by the condition of its roads, and no other public facility exercises such an influence upon the rural industrial life of a nation.

Hotels And Roads B'g Asset.

Most of our thinking people believe that this country has lost millions in tourist traffic during recent years by the lack of decent hotel accommodations in conjunction with a road system that would enable the pleasure seeker to visit parts of the Dominion which possess the most magnificent scenery in North America.

As an evidence of the broad and universal interest taken in the movement, several communications from London to the Department of Public Works, copy of which has been forwarded to the writer is of interest:

1st. From the High Commissioner's Office, London, with enclosure from the Hon. Secretary Imperial Motor Transport Council, London, requesting statistical information as to mileage of roads fit for motor traffic in Newfoundland.

2nd. From Hon. Secretary, Im-

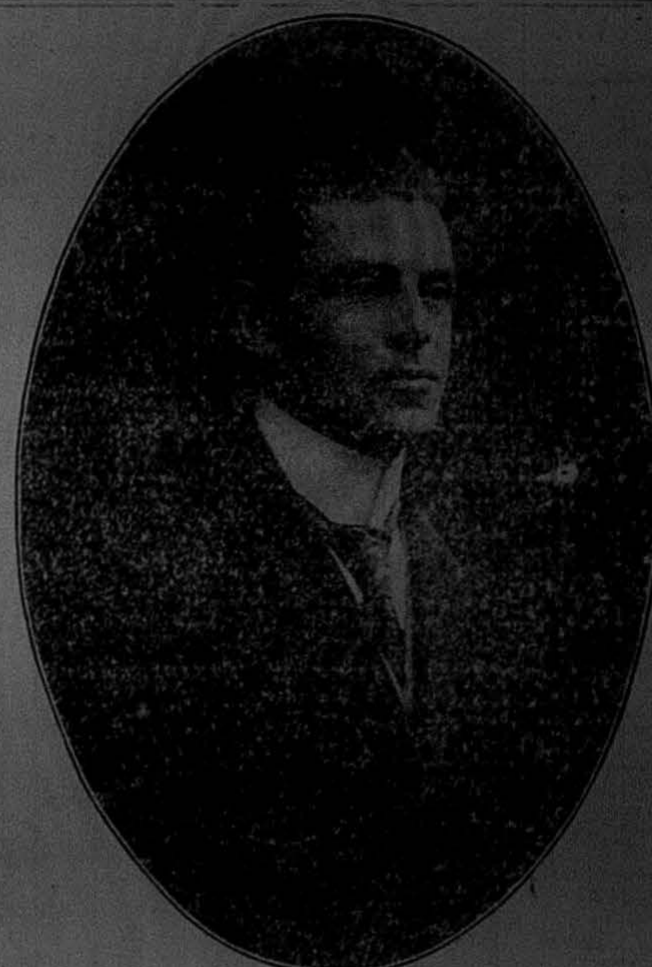


T. SOPER, ESQ.
Member of the Road Commission, also Road Committee, N.M.A.

Road Act was before the Legislature last Spring, it is interesting to note that the expenditure of this revenue by the Newfoundland Road Commission on our country roads is endorsed by the Imperial Roads and Transport Committee of England, as the following communication to the Colonial Secretary, copy of which has been kindly forwarded the writer, will prove:

"At a recent meeting of the Empire Roads and Transport Committee of this Council, the following resolution was carried unanimously:

"That this Committee endorses the principle that all proceeds from the taxation of me-

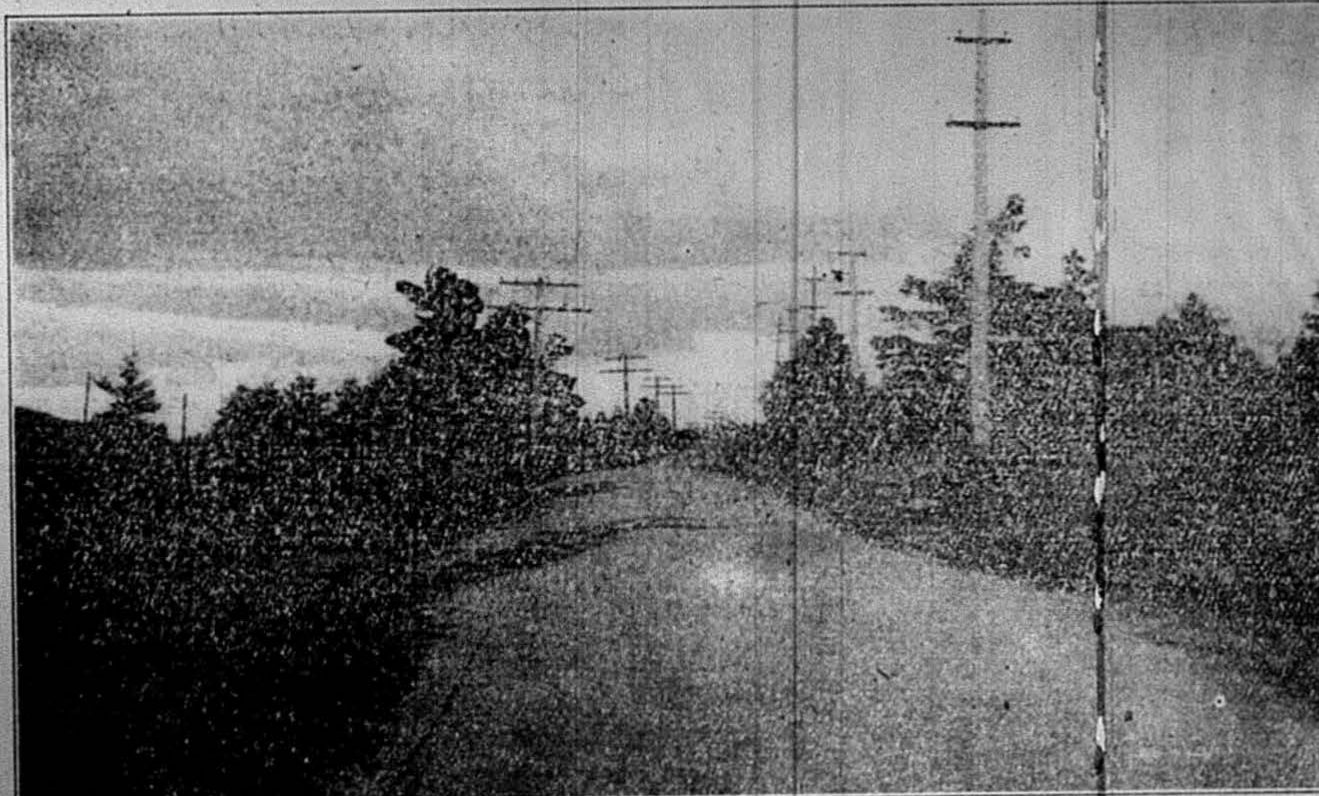


WM. WHITE, ESQ.
2nd Vice-President of the Newfoundland Motor Association.

the near future in order that they may be able to summarise the position throughout the Empire."

Mr. Harry Chapin Plummer who is producing an extensive work on the subject has also asked for information as follows:

- Total mileage of highways in Newfoundland proper and, if any, in Continental Labrador;
- Percentage of total classifiable as of first class; i.e., macadam, asphalt, bituminous, oiled dirt surface;
- Census of motor-propelled pleasure and business vehicles available for public use;
- Directory of hotels, garages, parking-accommodations, gas



Well Built Nicely Crowned Road.

The road system of France is credited with being one of the greatest factors in winning the war.

Road Movement In Canada.

Throughout every Province in Canada a general reconstruction of all the important highways is taking place.

The Policy of Federal Aid to Provincial Highways, embodied in The Canada Highways Act, became law on July 7th, 1919.

Briefly this Act appropriates \$20,000,000.00 for payments during the period of five years, from the first day of April, 1919, to construct and improve highways in Canada.

The sum is apportioned to the Provinces as follows:—

- "\$80,000.00 shall be paid each year to the Government of each Province."

perial Motor Transport Council, London, asking certain particulars in relation to taxation applied to mechanically propelled road vehicles.

3rd. From High Commissioner's Office, London, with enclosure from Hon. Secretary, Imperial Motor Transport Council, London, respecting the expenditure of taxes of mechanically propelled vehicles.

I regret to say the first and most important query could not be answered in as creditable a manner as one would wish for the country's sake.

Motor Taxes For Roads.

With reference to the expenditure of Motor Taxes, which was rather an acute question here when the new

chanically propelled vehicles shall be devoted solely to roads.

"I have been requested by this Committee to convey this resolution to the Governments of the Overseas Dominions and Colonies and to enquire whether, at present, the proceeds of any taxation applied to mechanically propelled road vehicles is specifically devoted to the roads.

"As you are aware, the principle that the proceeds of taxation of motor cars or their fuel should be earmarked solely for the benefit of the roads has been accepted by Great Britain for some time past.

"My Committee would be obliged also if you would kindly forward particulars of any such taxation now imposed or likely to be imposed in



2 YARD SPREADING WAGON

which spreads stone or gravel any desired depth evenly on road, thereby saving the labour required when dumped in a pile. Three of these waggons will be pulled by 11-22 Tractor.

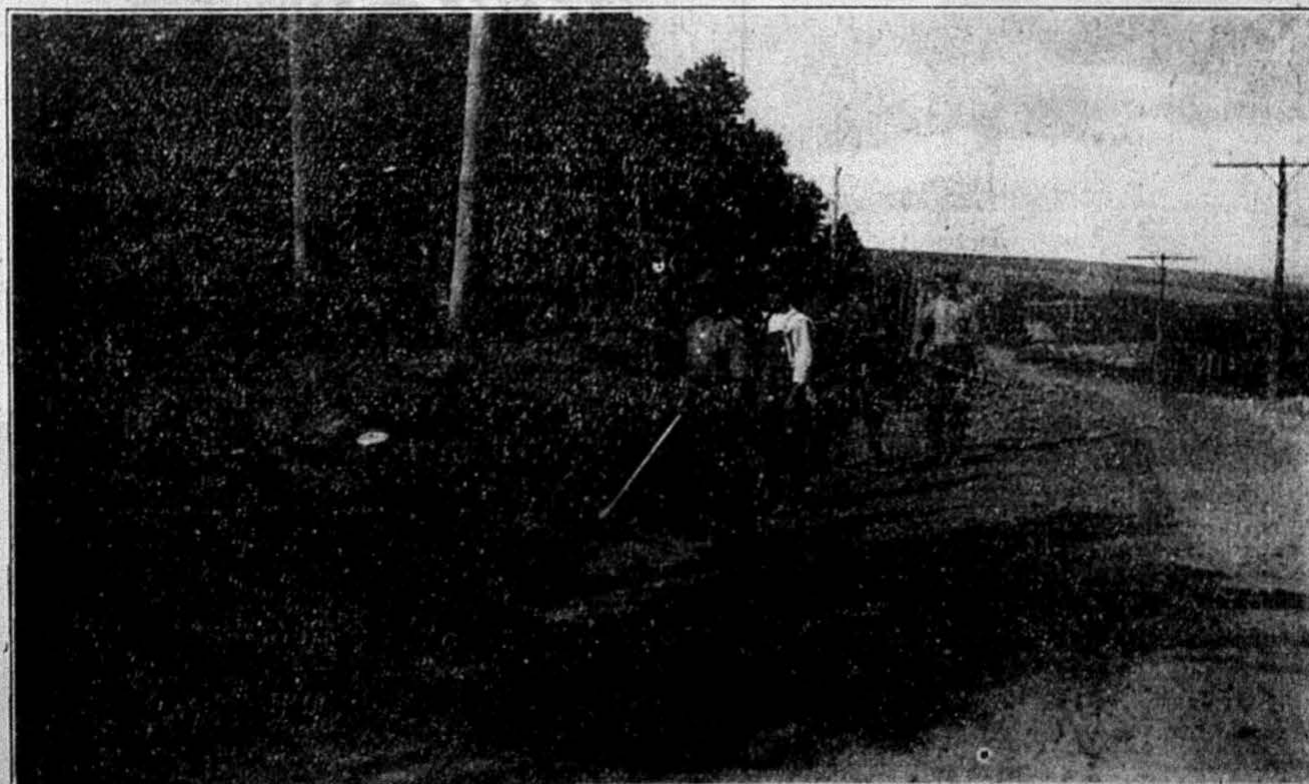
S. A. CHURCHILL, ESQ.
Member of the Road Commission.

and fire-repair and general service stations and assembling plants, if any, as, also of importing jobbers and retail automobile dealers.

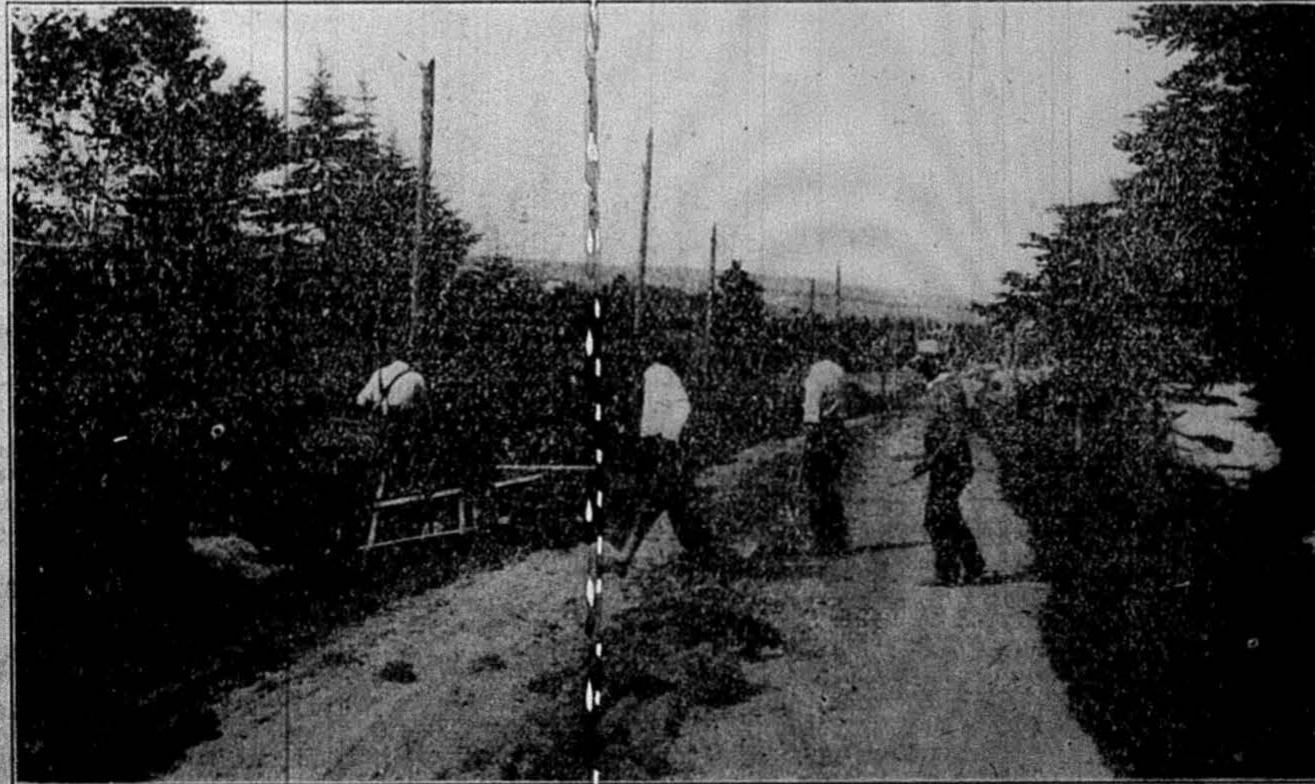
Motor Taxes Require Readjustment.

With reference to the taxes on motor cars under the new Act, there seems to be need of readjustment in order to make the tax more equitable.

The matter no doubt will be continued on Page 6)



A Good Ditch is Essential for a Good Road.



The Two Horse Tractor in Operation.

Continued from
(Page 5)

ROADS IN NEWFOUNDLAND

By
R. HIBBS

sidered at the next meeting of the Legislature. However, the revenue from this source is to be a permanent one, for the motor car has come to stay, and as this class of vehicle increases with the years the revenue derived from same will of course in-

crease accordingly.

Ways and Means to be Considered. The problem of securing sufficient funds to carry out a road building programme commensurate with the needs of this country will have to be solved.

The most feasible plan that occurs to us, and the one generally adopted throughout the various provinces of Canada, is to raise a loan by a bond issue. No extensive highway development can be prosecuted with anything like permanency unless steps are taken to provide at least \$250,000 for the work.

There should not be much difficulty in raising this amount on a bond issue when there is a permanent revenue from motor taxes and Government donation, of at least \$25,000 from which the interest could be paid.

The redemption of such bonds could be made say in 10, 15 or 20 years hence.

If the future, in this case, is to be called upon to pay for the present, the present is creating an asset that will be useful to the future to an extent that can hardly be overestimated. If we want good roads we must pay for them. The cost may seem heavy, but let us consider what would have happened if the War had continued another year? The answer is, we would have financed our share of it as we did for over four years.

A Lesson from the War.

Through the War we discovered that what appears a heavy financial undertaking is purely an attitude of mind.

Some will consider this an extravagant statement, but it is not a fact that we pursued a narrow, hair-splitting, cheese-paring policy in regard to our most important domestic problems, such as education, the development of our fisheries, etc., as well as the improvement of our road system prior to 1914, then the War came and will cost us, including the capitalization of our pensions, \$32,000,000.00 and we managed to provide it.

If the War had never occurred we would still be listening to conservative fossils who would faint at the suggestion of spending a couple of million dollars to educate our children, develop our fisheries and mines or provide decent roads in common with the civilized world, over which our people could move unhindered, to carry on their trade and avocations.

We are, as a people, much stronger in criticising than we are at

constructing.

We criticize the Mayor and Council because our city streets are bad and St. John's is not as clean a city as it should be, but up to the present we have steadfastly refused to help to clean it.

As in civic matters, so in every other field of human endeavour, if we want improvements we must be prepared to pay for them.

Map of Newfoundland Roads.

Newfoundland is perhaps the only country in the world where maps showing specifically the road system of the country are not available.

If the tourist desires to travel by road in any part of the American Continent outside of Newfoundland, his first act is to secure a map of the route by which he must travel to reach any point, showing the mileage, condition and general composition of the road which must be traversed, thus getting a general advance idea of the journey.

Here in Newfoundland we have had no official map, directory or record and as a consequence even the residents of the country are to a great extent ignorant of the public highways or arteries by which means one can travel from place to place.

Plans Made by Mr. Noel.

I am glad to note, however, that through the thoughtfulness, skill and perseverance of our esteemed citizen Mr. Wm. Noel, of the Dept. of Agriculture and Mines, a map describing the different roads, rivers, ponds and sea-coast has been produced. It embraces five sections, namely:

- 1st. From Cape St. Francis to Torbay.
- 2nd. From Torbay to Shoal Bay and Manuels.
- 3rd. From Manuels to Holyrood.
- 4th. From Holyrood to Spaniard's Bay.
- 5th. From Spaniard's Bay to Carbonear.

The plans are on a scale of 1 inch and 2 inches to the mile and of course can be further reduced if necessary and made to embrace all bridges in the road system including their dimensions and construction.

Mr. Noel realising the need and educative value of such a map, at the cost of great pains, time and ex-

pense has laboured quietly and unpretentiously for a number of years in the production of the work and the country owes a debt of gratitude to him on this account.

As those plans are Mr. Noel's private property it is to be hoped that arrangements will be made to have same purchased and published for general information. It is also very desirable that the whole road system of Newfoundland should be mapped out in this way as I feel sure it would go a long way towards assisting in an intelligent and practical manner, the future development of the country.

Roads for Rural Population.

While in the course of this article, frequent mention is made of motor traffic, it must not be inferred that the new road movement is for the exclusive benefit of motorists.

The primary object in building country roads is to accommodate the rural or country population to whom the road is of even greater importance than to the city man who owns a motor car. However, when good roads are built and maintained everyone benefits.

The farmer can market his produce in the city cheaper and with greater comfort, distance is minimised and the intercourse between the city motorist and the residents of the country creates a local trade which is advantageous to and much appreciated by the latter.

Boost the Road Movement.

In conclusion, may I say to all who use the roads, COME AND HELP US. Don't content yourself with criticising the Road Commission because the particular road you use most has not as yet received practical attention. The Commission has a big job on hand and requires your cooperation. If you value good roads, if you value your horse and vehicle, if you value your automobile, in short if you value money you can't afford to be indifferent.

What we can't accomplish in one year we can tackle the next.

If you are asked to pay a tax pay it; it is the most economical investment you ever made, and don't stop there, give us your moral support. If you own a car join the Motor As-

sociation, help to boost it. We want to get out of the rut ourselves, and then get the ruts out of the road.

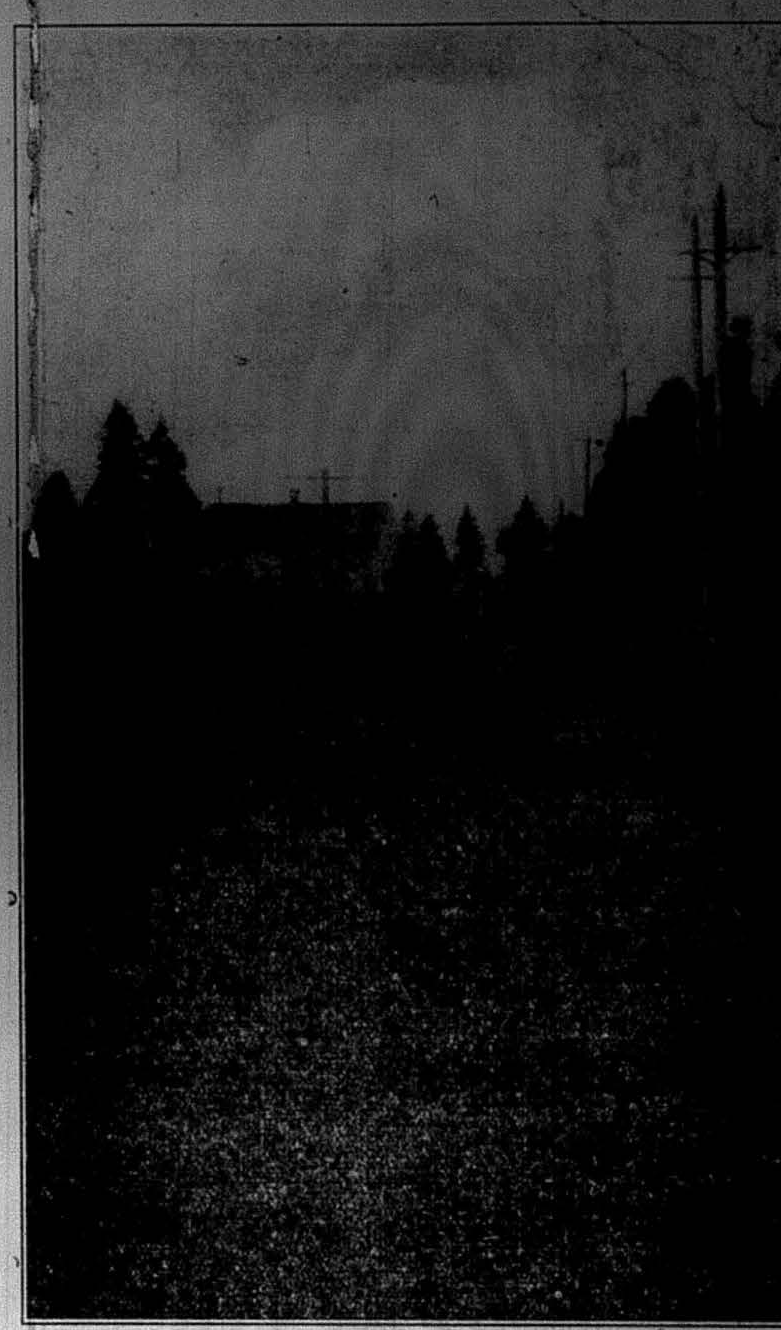
Like to be an apostle of that splendid doctrine of line upon line, precept upon precept, here a little there a little, and that great oaks

grow from the little acorns.

If you want good roads you will have to think of good roads, talk of good roads and help to pay for good roads, and your practical boosting will enable us to construct and maintain good roads.



Well Constructed Gravel Road.



New Road 22 Feet Wide

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For MEN and BOY'S

A Great Wearing Boot
The Strongest Rubber Boot Made
Has Patented Muscled Leg

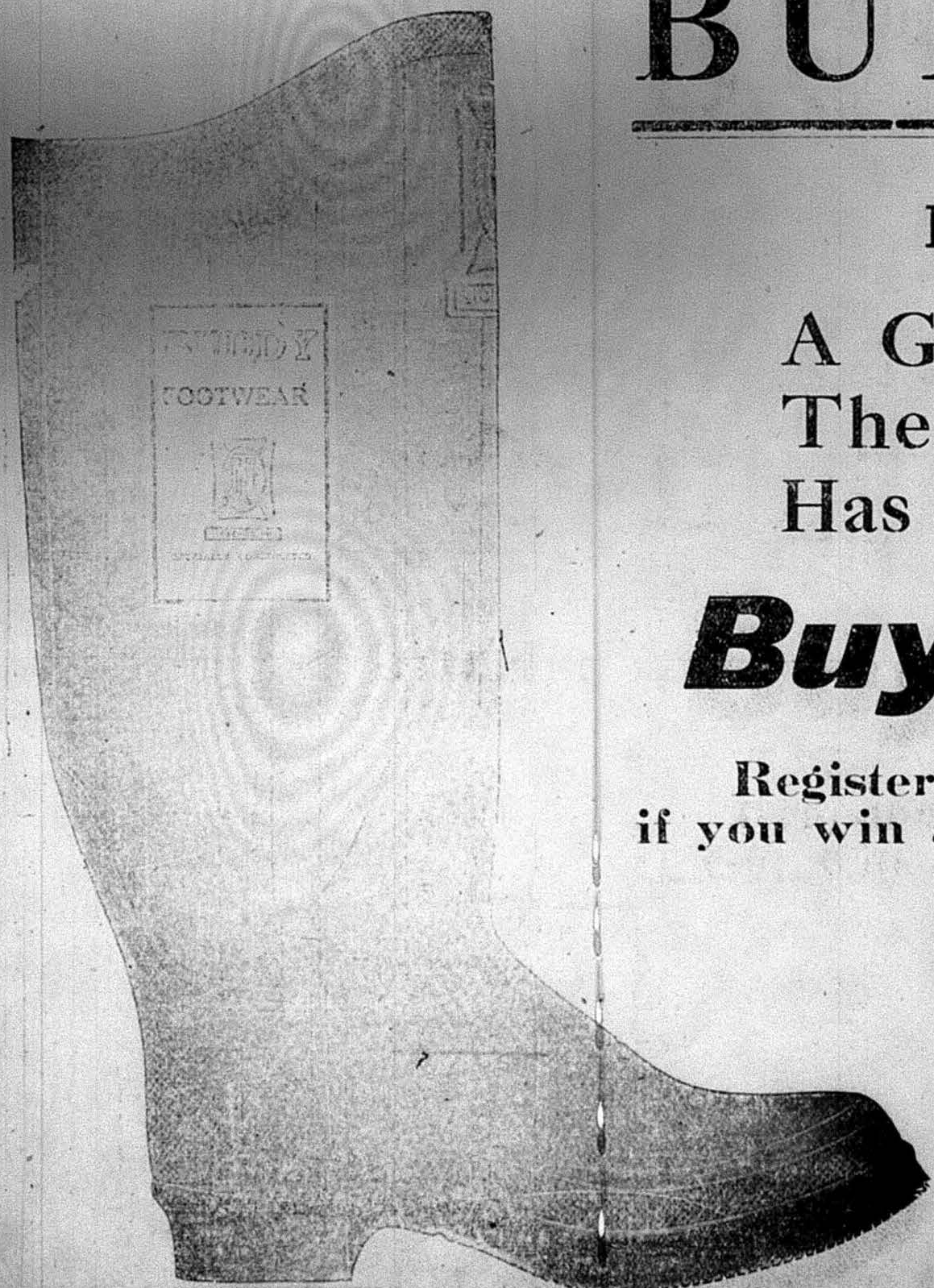
Buy BUDDY BOOTS

Register your name with dealer or mail to us, and see if you win a Prize.

\$300.00 in Cash Prizes

to be given for Christmas of this year

Cleveland Rubber Company





MAKE A GLAD YULE

MAKE a glad Yule, shedding light-hearted cheeriness
Welcome as sunshine, as golden in worth;
Look for some sad soul and lighten its dreariness.
Help Peace and Goodwill to flourish on earth.
'Tis not by feasting and dancing and singing
That at this season are known as the rule.
You unto others sweet joy may be bringing—
Shed the heart's sunshine and make a glad Yule.

Make a glad Yule, on a dismal day brightening
With cherry smiles and with words kind and sweet;
Somebody's burden, perhaps, you'll be lightening.
Someone who dreaded this Yuletide to meet.
With tender sympathy, binding and healing
Wounds made by Time, gaping wide as a rule.
Charity's power you may well be revealing;
Cheering the sad ones, you make a glad Yule.

Make a Glad Yule, for each yearly December
Look back on changes and partings for aye;
So at this season let each one remember
That must be round us, whatever befall.
Shedding heart's sunshine, with music and laughter
Which at this season are ever the rule.
Each of good for the year coming others
Make others happy, thus make a glad Yule.

MRS. BUDSON ON CHRISTMAS

By FRANCIS HANNAY

CHRISTMAS is funny—there's no mistake about that! Mind you, I like it, sir—but it's funny. An' funny things 'appens at Chris'mus, too!

There was a young feller lodgin' with Mrs. Tibbits opposite last year as 'adn't anyone to give 'im a present. It seemed to get on 'is mind.

'E was a writer or somethin'—anyway, 'e never 'ad any money. All of a sudden, on Chris'mus Eve it was, 'e starts us to get 'imself a present, if you please! Broke 'e was, too! Said 'e'd pinch it! Anyway, off 'e goes to the West-end—Kennington wasn't good enough for 'im!

When 'e reaches Regent Street, 'e stands gapin' at one of them shops where they sell sweets and cakes and that kind of stuff.

Just inside the door 'e sees a shelf covered with great big cakes what made 'im 'ungry to look at. 'E mixes with the toffs comin' in and goin' out—comin' out and goin' in, 'e should say—and gets inside the door. Then 'e picks up one of them cakes, casual-like, and nips out like a Be'shkevich with a bomb under 'is coat. Down the street 'e goes—not at all pleased as nobody was after 'im.

'E stops in a dark door-way, and way between two lamp-posts, to hinspect the loot.

As 'e was takin' it out from under 'is coat, 'e thought as it felt kind of funny. Then the bottom fell off of it, and a bit of paper dropper out. It 'ad "Wishin' You A 'Appy Chris'mus" printed on it! 'E wasn't at all wild. You see, sir, 'is precious cake wasn't no cake at all! Just a bit of camouflarge, it was, to put sweets in!

Well, it seemed to aggravate 'im somethin' awful. 'E marches back to the shop and bungs it through the bloomin' window!

When 'e come out, the day after Boxin' Day, 'e said it 'ad got 'im over Chris'mus fine!

Yes—Chris'mus is funny! What I mean to say—I come down on Chris'mus mornin', just as usual, leavin' Budson upstairs cursin' at 'is razor an' the injustice of a man 'avin to shave.

Then I gets on with breakfast. By the time it's ready, Budson 'as stopped 'is chin bleedin' by stickin' bits of cotton-wool on the gapin' wounds, and comes down lookin' like a rather crusty Father Chris'mus with the mangle-Brinin' Sabina with 'im.

"'Appy Chris'mus!" I says—feelin' like a naacress or a ippererit.

Then Sabina says "'Appy Chris'mus!" to us, an' we says "'Appy Chris'mus!" to 'er—just as if we adn't met before.

That's funny, you know, sir. An' it gets funnier. What I mean to say—I gives Budson a shillin' pipe. Then Budson gives me a shillin' anker-cheef with a "A" in the corner, my name bein' Hannia, the same as yours, sir. (An' that's funny, too, sir, when you come to think of it—you bein' a man, as you might say.)

An' Sabina, she gives Budson a

WHAT MEAN WE BY PATRIOTISM?

By REV. DR. BOND.

FIRST of all, let us take old Samuel Johnson's advice, and "clear our minds of cant." What do we mean by "patriotism," and what do we want "patriotism" to do for this country and for the world?

There are many brands of patriotism. Perhaps, for all practical purposes, they may be classified under two types, as evidenced by the late war. There were the patriots who went, and the patriots who did not go. There were the patriots who suffered and died through the war, and the patriots who lived and fattened through it. There were the unselfish heroes who made the world safe for democracy, and the "safety first" men, who stayed at home and made democracy unsafe for the world. Alas, so many of the first are dead, alas, so many of the last are living. The offence of the latter is, as Shakespeare puts it, rank, and smells to heaven, while the yawp of them shatters the sad silence of a broken-hearted world. If we only had the dead alive, and the living dead, how many of the acutest problems of the world would be certain of solution. They dug up the body of an unknown British soldier in what was once the Ypres salient, and they buried that Unknown Warrior on Armistice Day in Westminster Abbey, with the King as chief mourner, and with the great war chiefs of land and sea as bearers of his pall. Why? Because it was, to him and millions like him that the empire and the world today owe their liberty. The spirit of the men who saved the world, is, I apprehend, the only spirit that can keep it safe, and sweet, and fit to live in.

Leaving out this country, or what is left of it, from present discussion it may be remarked that the danger to the world is from the new—and there are many of them—whose philosophy of life seems to be that the said world is a big cheese and that they are the maggots whose manifest duty and destiny it is to batten and fatten upon it from everlasting to everlasting. These gentry, and they are found all over the world and in all conditions of life—employers and employees, capitalists and laborers, aristocrats and proletarians—these gentry are the people who are keeping the world from peace and plenty in order that their own insatiable maws may be supplied and their own unrelenting selfishness exercise its baneful sway. For it is selfishness that has swept the world into the conditions that obtain, internationally, nationally, socially, individually. The world is dying of sheer selfishness. And until the demon is exorcised, there is nothing can save it from death. Many enchantments have been tried, many panaceas have been widely exploited, but meanwhile the demon laughs and the patient wallows and foams unheeded. It is a sick world, my masters, a deathly sick world, and it grows sicker and sicker. Who can heal it?

Try the Gospel. It has never been tried yet. Never. Fools will tell you it has failed. But it has not failed; for it has never yet been honestly put in practice in the larger relations of human life, the international, national, social, relations. Individuals, indeed, have yielded themselves to its laws and its life, with a vast change for the better. Always and everywhere, individuals who have allowed the spirit and life of Jesus to control them have been better, happier, usefuller men. Now that works with the individual man for betterment, will work equally well with the community. But what community is controlled by the holy, unselfish law of Christ? What country? What nation? This is frightfully old-fashioned, I am aware. But God is the most old-fashioned of Beings, and His old-fashioned ways appear to be in the very nature of things. The new-fashioned ways have brought the world where it is—in a hole. And the more they are employed, the deeper the pit and the more hopeless the world in its mire and misery. But given a year of genuine and universal practice in all human relations of that old-fashioned law, "Thou shalt love the Lord thy God with all thine heart and with all thy mind, and with all thy soul, and with all thy strength, and thy neighbor as thyself," or that equally old-fashioned law, "All things whatsoever ye would that men should do to you, do ye even so to them," would not the world be a new and better world? Given a decade of life lived under those simple and rational and everywhere practical and practicable conditions, and men would not need to die to find heaven, for this world would be a heaven. And nothing but that old-fashioned law of love can make it one. But it can; and some day it will.

necktie what I give 'er the money for; an' she gives me another 'ankercheef what Budson give 'er to give me—an' there you are!

What I mean to say—if Budson an' me showed each other a two-bob bit, and said, "'Appy Chris'mus!" it 'ud come to the same thing! An' yet it wouldn't, if you see my meanin', an' that's why I like Chris'mus—even if it is funny. But the only one as makes anythin' out of it is Sabina. She gets a tanner from each of us.

Well, I must be toddlin' along, sir. An' 'ere's wishin' you a "'Appy—"

Thank you, sir! An' the same to you, I'm sure!

OH WHAT A NIGHT!

By LIONEL WHITE

IT WAS Christmas Eve, And, with a heave Of joy, Adolphus White Crept up to bed, Laid down his head, And settled for the night.

He hardly closed His eyes and dozed, When he received a shaking. 'Twas Mrs. White, Who, in a fright, Sat quivering and quaking.

"Wake up, my dear! Hark! Can you hear That awful sound of dripping?" He answered, "No!" But she cried "Go!"

Fear of her heart-strings quaking.

Adolphus rose And on tip-toes Went out, the ghost to trap, But when his path Led to the bath, He gave his leg a slap.

"A tap!" he said, When back in bed. "What else did you suppose? Some spectre grim?" She answered him, "Perhaps! One never knows!"

Ten minutes passed, (It could not last.) "What's that?" she cried again. "Please strike a match—I heard a scratch Upon the window-pane."

He seized a stick, With nobs and thick, And cautiously approaching The window, said, "I'll smash his head 'If it's some fellow poaching."

Then, with a shout, He turned about. "It's just the plum-tree blowing Against the wall," He cried. "That's all! Now back to bed I'm going."

Oh, what a night! Thrice more poor White Sought spectres, all in vain. At the fourth crash, Although 'twas rash, He cried, "No—not again!"

He went to sleep, He went to sleep, And she, to keep Him company, slept, too, And both awoke Upon the stroke Of seven-thirty-two.

A bright caress, A hasty dress, And down the couple went In spirits gay, To see what they By kind friends had been sent.

Alack! Alas! Oh, what a pass! The gifts which yesterday Had strewn the ground The whole room round Were spirited away!

ROASTING THE GOOSE

THE cooking process takes about two hours. Preparation for the oven takes nearly half the cooking-time, because we never cook goose except at Christmas, and between times loss of practice makes slow speed, as stenographers say.

In preparing the bird, the first thing to do is to singe it and take out the pin feathers. Next scrub it vigorously with soap and water. Use a brush and rub enthusiastically. After the scrub, remove the "department of the interior," if the dealer from whom you bought Mrs. Coose failed to do it for you.

Another bath should follow, inside and out, this time with cold water. Wipe with a food-cloth, stuff and truss. Potato stuffing, flavored with onion and sage, is what we shall use.

Salt and pepper will then be sprinkled over the trussed bird, a few slices of salt pork laid over the breast, and the whole popped into the roaster, then into the oven.

The last half hour of cooking will see the pork removed, and the air vent in the roaster opened to give the succulent brown color to our goose.

When it goes to the table we shall festoon it with strings of canberry and strew the platter bed with parsley.

Nothing is unusual in the vegetables served with the goose except, perhaps, our method of putting some of the potato into the turnip before it is mashed. This produces a more delicate flavor and appearance.

Customer: "I notice, miss, that the servants in this establishment are forbidden to receive Christmas-boxes."

Waitress (solemnly): "Sir, ever since my earliest childhood I have been wilful and disobedient. I nearly broke my parents' hearts through it. I—Thank you, sir!"

Come gifts! Come cash! That final crash Had let in thieves below. Said Mr. White, "You were quite right. My dear—you never know!"



The old reliable remedy for rheumatism, neuralgia, sore throat and sprains.

Best Liniment Made

Mr. A. H. LATHROP, Rochester, writes: "I fell from a building and received what the doctor called a very bad sprained ankle, and told me I must not walk on it for three weeks. I got MINARD'S LINIMENT and in six days I was out to work again. I think it the best Liniment made."

Minard's Liniment always gives satisfaction. For any ache or pain, it gives instant relief.

Minard's Liniment Co., Limited, Yarmouth, N.S.

DUTY TO OUR COUNTRY AND THE EMPIRE DURING THE READJUSTMENT PERIOD

By S. SAMSON, ESQ., M.H.A.

EVERY Newfoundlander has cause to be proud of the fact that he is a member of the British Empire—that empire which stands for freedom, justice and fair play to all classes and to all creeds.

During the great war the love implanted in the hearts of all true British subjects was fully and plainly exhibited. Our heroes offered themselves, their lives, their all, when the nation required their services. They faced difficulties, hardships and death itself, bravely and unflinchingly for the Empire's sake.

Civilians did their utmost to supply the munitions of war and the necessities of life. They bore their troubles and sorrows in a patient, noble spirit.

Our statesmen suppressed their differences and party politics and united in order to give of their best and united talents to the nation.

Owing to the combined action of all classes, and because our cause was just, the Empire came through victorious.

The thunders of battle have now ceased and after the greatest war the world has ever known we have come to the stage of readjustment.

Most of the world having been engaged for four or five years in a general destruction of itself, it is only natural to expect that the readjustment period is of an extraordinary character and accompanied with grave difficulties.

We can best serve the Empire now by doing our utmost for our country's welfare.

Capital and labour should aim to pull together and if needs be to suffer together. The employer cannot reasonably demand a slump in wages unless the necessities of life are adjusted accordingly.

Unfortunately just as there were deserters and traitors during the war so there are deserters and traitors to the country and the Empire now.

We find some who are enjoying all the rights and privileges of British subjects doing their utmost to dismember the Empire and thus weaken it.

Others are attempting to incite the labouring classes into giving all the trouble possible.

Wily politicians are in their element. They know the path we now travel is strewn with difficulties. They realize that although those who guide the ship of state do their utmost for the country's welfare, that labour troubles, financial difficulties and poverty must be confronted. They unjustly for their own selfish political purposes lay the blame for these conditions on the government of the day.

The country in general needs to be on guard against men who at this period stir up strife rather than endeavour to alleviate it, men who work for their own selfish interests rather than for the welfare of the country.

Let those who have the country's interests at heart endeavour to realize the great and difficult period through which we are now passing.

It is the duty of all Newfoundlanders now to present a united front to the hardships to be surmounted and to do their utmost to assist this Dominion and the Empire to again come through victorious.

AND SHALL I SILENT BE?

THE shepherds sing; and shall I silent be?
My God, no hymn for Thee?
My soul's a shepherd, too; a flock it feeds
Of thoughts and words and deeds.
The pasture is Thy word; the streams, Thy grace
Enriching all the place.
Shepherd and flock shall sing, and all my powers
Outsuing the daylight hours.
Then we will chide the sun for letting night
Take up his place and right.
We sing one common Lord; wherefore he should
Himself the candle hold,
I will go searching, till I find a sun

Shall stay till we have done;
A willing shiner, that shall shine as gladly
As frost-nipt suns look sadly.
Then we will sing, and shine all our own day.
And one another pay:
His beams shall cheer my breast, and both so twine,
Till even his beams sing, and my music shine.
—GEORGE HERBERT.

"Reporter coming up to describe your diamonds," whispered the manager.
"Cracious!" exclaimed the panto, principal boy, all in a hurry. "Do you think he will say they are as big as walnuts?"
"Oh, yes, that is safe. He is the chap who describes 'hailstones as big as hens' eggs.'"

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The Old and The New Year

By Hon. W. F. Coaker

WE have passed through one of the most trying years ever known in Newfoundland. World conditions have had just as much effect on the Country the past year as they had during the years of War. Conditions abroad have been reflected in this Country the past year as they were during the years of the War. In the Spring the salt importers fell down on their job being unable to procure salt owing to a strike of salt producers and called upon the Government at the eleventh hour to secure for the fisheries what they had been unable to procure. The Government tackled the question and there was an ample supply provided, although the Country was informed by no less an authority than the ex-Minister of Shipping that it would be just as well to collect ballast rocks as to catch fish as no salt would be available.

Then the coal situation became so acute that we were told by the same Blue Ruinist propagandist that the Country would not be able to secure a supply of coal, and the Government was severely criticized because of the failure of coal exporters to make arrangements for the usual supply. We were told in the House of Assembly that we know nothing of such a business and would not be able to procure supplies. We were invited to appeal to the ex-Minister of Shipping who would settle the matter favourably in twenty-four hours. But we procured ample supplies and in spite of world wide shortage the Country has larger stocks of coal to-day than we have had for the ten years past. The Country learnt that in spite of almost insurmountable difficulties ample supplies of coal were procured, and Number two scare passed into thin gas.

We were told last Spring by Opposition members of both Houses that the price of codfish would not be more than \$6.00 per quintal and I was supposed to be talking something I knew nothing about when I stated prices would likely be equal to those paid in 1919. Every effort possible was made by the opponents of the Government the past six months locally and abroad and every device known to unscrupulous minds was availed of to prevent sales in Italy in order to bring down prices locally, and the most contemptible tactics were used by Tory papers and backers to bring about Commercial collapse and Financial destruction not only to the Trade and Fishermen but the Country as

well, but owing to the policy of regulating sales and prices abroad all the efforts of the most unscrupulous clique of disgruntled politicians this Country ever experienced, prices were maintained. Commercial collapse was averted and Financial destruction throttled. I have no hesitation in stating that the year 1920 has been the most trying, politically and commercially, that the Colony has ever experienced. The responsibilities of Governments in the past were as child's play compared to the responsibilities of this year and the year approaching.

The difficulties have been overcome, the Ship of State safely piloted through savage destructive breakers, and I can safely assert that we need have no serious apprehension as to our ability to steer clear of the breakers during the coming year. The Country has much to be thankful for. The world is in a state of chaos and unrest coupled with general unemployment dissatisfaction, and Newfoundland will be affected as well as every other country; but we have nothing to be alarmed about, we will come out equally as favourable as any country and by the Autumn of 1921 we will recover our proper composure and be settled down to normal conditions. The price of fishery supplies—the cost of living—will be reduced very considerably the coming year; our dollar will at least be thirty cents more valuable in 1921 than it was in 1920.

The price of codfish will not be more than one dollar lower than 1920 prices and it is possible that fish may not decline in value the early part of next Autumn. Codoil will sell at pre-war prices of between \$100 and \$120. Salt will not be more than half the price paid in 1920. A big change will come over the transportation of fish which will pass from the sailing vessel to steam and be shipped in packages instead of in bulk.

Next year will probably witness the establishment of a coal mine that will produce all our coal requirements.—Grand Falls Mills will likely be considerably enlarged.—Alexander Bay Pulp Mill will be in operation, Bell Island will be employing more men and the shipment of ore to Europe is not improbable.

Copper mining in Green Bay, particularly Little Bay, will probably be started on a large scale during the coming year, as it has been proven that a very large deposit of cop-

per is available at Little Bay, and 500 men should find employment there within a year or two.

If Terra Nova possessed a united people, anxious to keep her head above water there would be little doubt of the results, but Terra Nova possesses a few soreheads and three or four of them backed by Tory papers have been the means this year of causing a reduction of at least one dollar per quintal on fish because of their persistent contemptible tactics in aiding and abetting the enemies of Newfoundland abroad. Proof of this will be forthcoming. Just now we know that one of the most contemptible and unpatriotic actions of a commercial man ever recorded in Newfoundland history has been committed by one of the Tory defeated candidates who operates a business at St. John's. This man's conduct merit the severest punishment and condemnation. He has proven his character and worth and will forever be written down as the blackest commercial man ever produced in this Country.

Fortunate is it for all that the Country at this period possesses a Government that fears no foe and possesses no other ambition than the welfare of Terra Nova. Weak men with no principles or convictions would soon fall by the way if placed in office and power in this Country those trying days. The Country did well by its decision last Fall to rid itself of the Tory clique that sought the approval of the electorate. Time will show just how wise that decision was—but we will soon enter another milestone on the journey through life. Let us hope that the bitter lesson of 1920 will aid us in overcoming the difficulties that confront 1921.

We will all have to realize that we have a public duty to perform and public obligations to shoulder; is it too much to hope that all reasonable men will join hands the coming year and work for the good of Terra Nova and forget what is after all only petty paltry feelings of political animosity and might have been justified during an election campaign but unworthy of manly men after the smoke of battle passed away.

To my many Fishermen friends I tender the Season's compliments, and wish them with all my heart and soul, a Happy Christmas and a Prosperous New Year.

W. F. COAKER.

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